

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS

RESIGNALLING OF D.C. LINES

EUSTON — WATFORD — CROXLEY GREEN

**IMPORTANT—This Notice to be acknowledged immediately on receipt to
"Operating OD.14 Crewe" using the code "ARNO 120E."**

Crewe
December, 1988

P. G. Rayner
Regional Operations Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Commissioning Schedule

The altered signalling arrangements described herein and shown on the enclosed plan will be brought into use during the weekend Saturday/Sunday/Monday 10th/11th/12th December, 1988.

Description of Scheme

The existing automatic and semi-automatic signalling on the down and up D.C. Electric lines between Euston (Camden Jn) and Watford Jn/Croxley Green will be completely replaced by standard B.R. 2 and 3-aspect colour-light signals.

Except on the Croxley Green branch, Track Circuit Block working will be introduced and the existing instructions concerning the automatic and semi-automatic signalling between Camden Jn and Watford Jn contained in "WORKING INSTRUCTIONS FOR D.C. ELECTRIFIED LINES" booklet (BR 29636, Section 'E') will be withdrawn.

The Croxley Green branch will be worked in accordance with the Regulations for One Train Working on Single Lines where a Train Staff is not provided.

Harrow No. 2 and Willesden New Station boxes will be abolished.

A new Signalling Control Centre known as WILLESDEN SUBURBAN S.C.C. will be brought into use on the downside, approximately 200 yards on the Euston side of Willesden Jn Low Level station. The new S.C.C. will control all train movements on the above lines. All Willesden Suburban signals will be prefixed 'WS'.

Automatic Warning System (AWS)

AWS track equipment will be provided throughout.

Train Stops

Train stops will be provided at all stop signals between Queens Park (signal WS.11) and Harrow & Wealdstone in the down direction and between Harrow & Wealdstone and Kilburn High Road (signal WS.2) in the up direction.

The existing train stops at signals EN.124 (down slow) and EN.126 (down N.L. Electric) will be taken away.

Trip Cock Testing Apparatus

The existing trip cock testing apparatus on the up line at Harrow & Wealdstone will remain in situ (approaching signal WS.54).

The existing trip cock testing apparatus on the down line at Wembley Central station will be taken away and new trip cock testing apparatus provided on the down line at Queens Park (approaching signal WS.11).

Ground Frames

Kilburn High Road emergency ground frame will be abolished.

A power-operated ground frame, released from Willesden S.C.C. will be provided at Wembley Central station to control the trailing crossover.

Train Ready to Start Plungers

'Train ready to start' plungers for B.R. and L.U.L. trains will be provided at the exit from the Middle (Reversing) siding at Harrow & Wealdstone. Drivers of B.R. trains standing at signal WS.307 must press the appropriate plunger when the train is ready to depart.

A 'Train ready to start' plunger will be provided on the down platform at Harrow & Wealdstone station and should be operated when an up train is ready to depart from that platform.

'OFF' Indicators

An 'OFF' indicator will be provided on Harrow & Wealdstone down platform working in conjunction with signal WS.56 and on Watford Junction platform 1 working in conjunction with signal WS.76.

Permanent Speed Restrictions

The commencement of all permanent speed restrictions will be indicated at the lineside by means of the new style reflectorised signs and associated warning signs, where applicable.

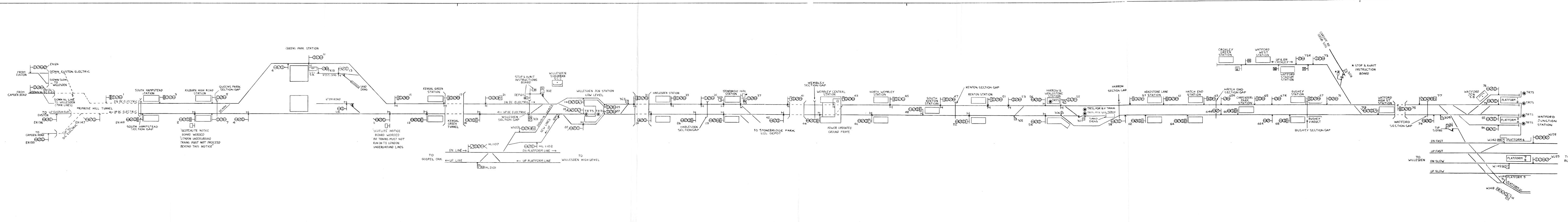
A new 30 mph P.S.R. will be introduced on the down line through Queens Park station.

THE MAXIMUM PERMISSIBLE SPEED BETWEEN CAMDEN JUNCTION AND WILLESDEN JUNCTION LOW LEVEL WILL BE REDUCED FROM 60 MPH TO 45 MPH.

Signal	Direction	Platform	Restriction	Start	End	Notes
WS. 16	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 18	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 20	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 21 & 22	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 23	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 24	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 25	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 26	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 27	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 28	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 29	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 30	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 31	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 32	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 33	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 34	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 35	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 36	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 37	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 38	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 39	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 40	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 41	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 42	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 43	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 44	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 45	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 46	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 47	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 48	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 49	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 50	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 51	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 52	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 53	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 54	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 55	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 56	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 57	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 58	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 59	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 60	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 61	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 62	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 63	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 64	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 65	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 66	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 67	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 68	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 69	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 70	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 71	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 72	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 73	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 74	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 75	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 76	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 77	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 78	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 79	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 80	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 81	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 82	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 83	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 84	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 85	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 86	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 87	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 88	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 89	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 90	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 91	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 92	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 93	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 94	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 95	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 96	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 97	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 98	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 99	Up D.C. Electric	Main	30 mph	Platform 1	Platform 2	
WS. 100	Down D.C. Electric	Main	30 mph	Platform 1	Platform 2	

List of main running signals with more than one route and of position light signals.

Sig. No.	Aspect	Route/ Jn. Indr.	Route	Sig. No.	Aspect	Route/ Jn. Indr.	Route
EN. 147	Main Main	— pos 4	Up D.C. Electric Up Euston Electric	WS. 301 & WS. 302	P/L P/L	M B	Down D.C. Electric Platform 2 (Bay)
WS.8	Main Main	— pos 4	Up D.C. Electric L.U.L. No.24 Road	WS. 303	P/L P/L	— —	Up D.C. Electric Down D.C. Electric
WS. 16	Main P/L	— —	Up D.C. Electric Arr/Dep Line	WS. 304	P/L P/L	1 2	No. 21 Depot Road No. 22 Depot Road
WS. 18	Main Main P/L	— pos 1 —	Up D.C. Electric Up New Line Arr/Dep Line	WS. 305	P/L P/L	— —	Down D.C. Electric Up D.C. Electric
WS. 21 & WS. 23	Main Main	M B	Down D.C. Electric Platform 2 (Bay)	WS. 307	P/L P/L	— —	Up D.C. Electric Down D.C. Electric
WS. 22	Main Main	— pos 1	Up D.C. Electric Up New Line	WS. 309	P/L P/L P/L P/L P/L	— — — — —	Platform 1 Platform 2 Platform 3 Platform 4 Down Fast
WS. 32 & WS. 34	Main P/L	— X	Up D.C. Electric Down D.C. Electric L.O.S.	WJ. 29	P/L P/L P/L	— — —	Down Fast Down Slow Platform 10
WS. 37	Main P/L P/L	— 1 2	Down D.C. Electric No. 21 Depot Road No. 22 Depot Road	WJ. 42	P/L P/L P/L	N T F	Up D.C. Electric Tip Sidings Up Fast
W.S. 55	Main P/L	— —	Down D.C. Electric Siding Siding	WJ. 45	P/L P/L P/L	N — —	Up D.C. Electric Tip Sidings Down Slow
WS. 72	Main Main P/L	— pos 4 —	Up D.C. Electric "Up & Down" Croxley CEGB Siding	WJ. 48	Main Main Main P/L P/L P/L	N F S — SDG SDG	Up D.C. Electric Up Fast Up Slow Up Slow Up Siding Tip Sidings
WS. 77	Main/PL Main/PL Main/PL Main/PL Main Main Main	1 2 3 4 F S B	Platform 1 Platform 2 Platform 3 Platform 4 Down Fast Down Slow Platform 10				



EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX PREFIX

- WJ WATFORD JUNCTION
- WS WILLESDEN SUBURBAN
- EN EUSTON
- HL WILLESDEN HIGH
- LUL LONDON UNDERGROUND LIMITED

ALL SIGNALS PREFIXED WS UNLESS OTHERWISE SHOWN.

TRTS TRAIN READY TO START PLUNGER

ESL EMERGENCY STOP LIGHT (LUL LINES)

FR FOG REPEATER

MAIN RUNNING SIGNALS

ROUTE INDICATOR → □ OR ← JUNCTION INDICATOR

← SECOND YELLOW ASPECT

← GREEN ASPECT

← YELLOW ASPECT

← RED ASPECT

← POSITION LIGHT SIGNAL NORMALLY OUT. SHOWS TWO WHITE LIGHTS INCLINED AT 45 DEG FOR PROCEED INDICATION.

SHUNTING SIGNALS

ROUTE INDICATOR → □ ← POSITION LIGHT SHUNT SIGNAL SHOWING ONE RED & ONE WHITE LIGHT FOR NORMAL INDICATION. TWO WHITE LIGHTS INCLINED AT 45 DEG FOR PROCEED.

MISCELLANEOUS

- AUTOMATIC SIGNAL
- LIMIT OF SHUNT INDICATOR. TWO HORIZONTAL RED LIGHTS.
- SEMI-AUTOMATIC SIGNAL
- REFLECTIVE AWS CANCELLATION BOARD
- SPRING POINTS
- REFLECTIVE FIXED DISTANT BOARD
- TRAIN STOP

SPEED OF POINTS

ALL POINTS 15 M.P.H UNLESS OTHERWISE STATED.

EUSTON-WATFORD DC LINE RESIGNALLING SCHEME SPECIAL NOTICE